(b) if so, details thereof; and

(c) if not, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Temporary employees are regularised against a suitable regular vacancy after passing due screening or suitability Test as per laid down rule. There is no criteria fixed for completion of 5 or 8 years in the Department.

New design for railway stations

1307. PROF. P. J. KURIEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have made any efforts to find new designs for railway stations in the country;

(b) whether any effort has been made to involve institutions like the National Institute of Design to find way to create and build railway stations which would ensure that there is easy entrance and exist for all passengers;

(c) whether it is a fact that at railway stations it is difficult to reach trains in distant platforms for old people and handicapped sections;

(d) whether his Ministry would try to re-design all stations, so that trains would be able to park as near the exit points as possible; and

(e) the steps proposed to find a new design for all railway stations in the country in keeping with increasing traffic?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (e) There are more than 8000 railway stations on Indian Railways. Development/re-designing of railway station(s) is a continuous process and is carried out depending upon traffic and other requirements. Such improvements in design are planned in house as also with the help of consultants depending upon requirements. The consultants are normally engaged through bidding process and an institution like National Institute of Design could participate in the same. Number of platforms at the stations are provided based on operational requirements like number of trains carrying passengers, suburban trains

etc. It is not possible to bring all the trains to the platforms adjacent to the entry/exit point of the stations due to operational limitations. Regarding inter platform connectivity, platforms are normally connected through foot over bridges/sub ways for the use of passengers. For the use of old and handicapped passengers, trolley path have been provided at the end of the platforms of important stations which have been authorized for use with escorts.

Doubling of Bibinagar-Nadikudi rail line

1308. SHRI NANDI YELLAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Andhra Pradesh has requested the Central Government to approve the proposal to double the railway line from Bibinagar to Nadikudi along with electrification in view of heavy demand from passengers and in view of several Express trains already running on this single line;

(b) if so, the action taken in this regard;

(c) If not, the detailed reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) A survey for doubling of Bibinagar-Nadikudi-Nallapadu was completed in 1998-99. As per the survey, cost of doubling of 243 kms. long line was assessed as Rs. 340.37 crore with a rate of return of 0.97% . In view of the unviable nature of the proposal, heavy throwforward of ongoing projects and severe resoruce constraints, the proposal was not taken up. As regards electrification, electrification of various sections is taken up in priority of traffic density of the route. The section between Bibinagar-Nadikudi will be taken up for electrification as and when it becomes due.

(c) Does not arise.

Construction of underground railway underpass

1309. SHRI SHANTARAM LAXMAN NAIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have proposed to the Konkan Railway